

NAVSEA 04 "X" RIC Pilot

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Purpose

- **Provide a brief history of the CDM/ISEA Conference “X” RIC Committee**
- **Discuss our process, findings, recommendations**
- **Preview the new NAVSEA 04 “X” RIC Pilot**

History

- **NAVSEA, CDMs, ISEAs, TYCOMs recognized that “X” RIC development was “Out of control”**
- **“X” RIC Committee was established to examine process and make recommendations to NAVSEA. (within chartered guidelines)**

Process

- **We extended an invitation to expand our membership.**
- **Over the last two Conferences we've identified the as is "Non Process"**
- **Identify best practices, unique requirements, bad actors**
- **Develop guidelines and Map a process, designed to bring "X" RIC assignment back under control**

Findings

- **No Common Process**
- **Mixed / Inconsistent guidance**
- **No discipline**

Recommendations

- **Single Process**
- **Gate-keeper**
- **Pilot**

Single Process

Draft NAVSEA 04 “X” RIC Policy Instruction

Draft
05/27/04

NAVSEA 04 Instruction XXXX

From: Commander, Naval Sea Systems Command

Subj: SHIPS CONFIGURATION LOGISTICS SUPPORT INFORMATION SYSTEM (SCLSIS), XRIC GUIDELINES AND USAGE

Ref:

Encl: (1) XRIC request form
(2) Gatekeeper flow-chart

1. PURPOSE:

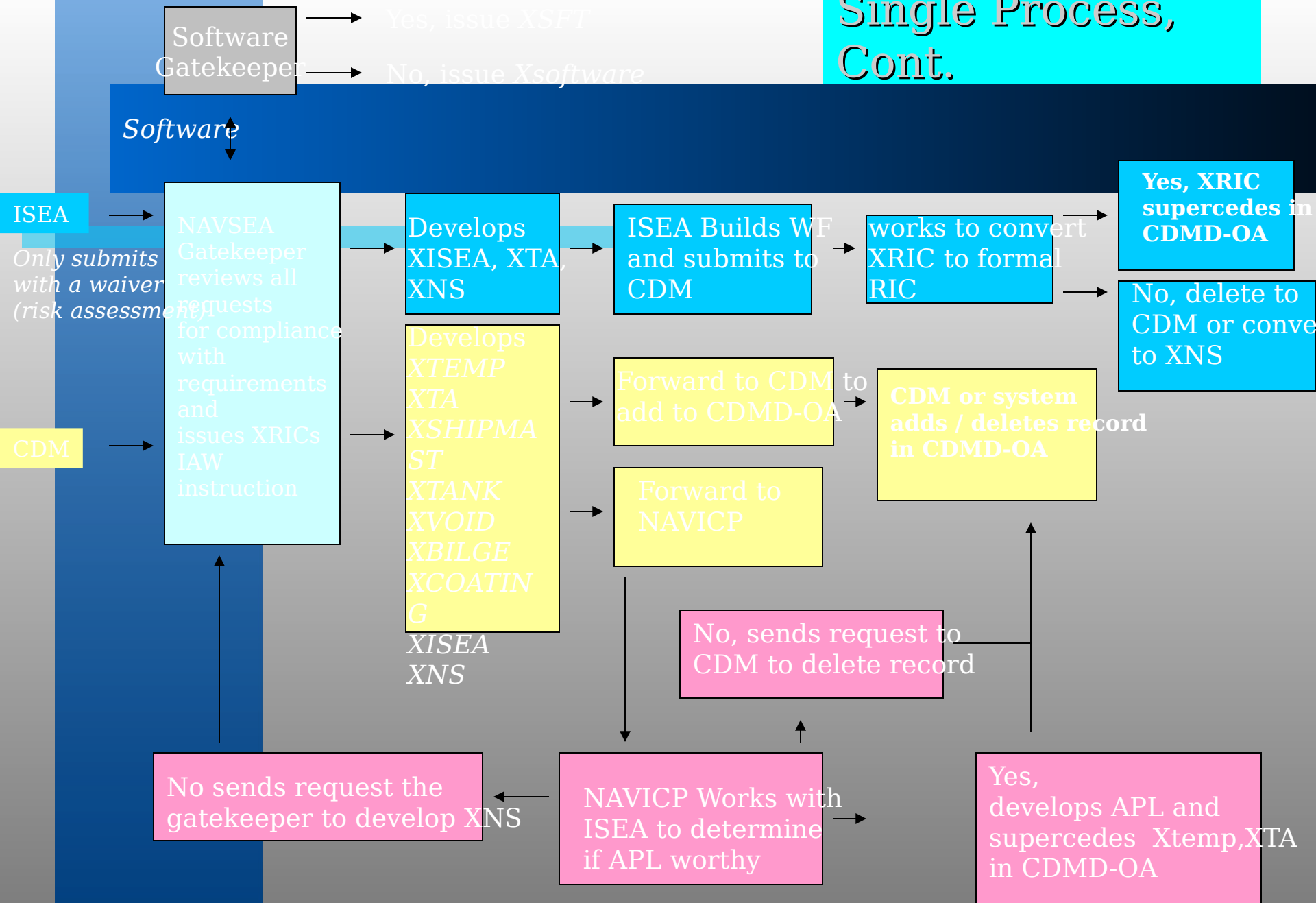
The purpose of this instruction is to document the history, past practices and policies that have resulted in the over-use of XRICs in the SCLSIS database. This instruction will establish and promulgate a policy, guidelines, and a process for the judicious use of XRICs in the SCLSIS process

2. CANCELLATION: None

3. BACKGROUND: The process of configuration and maintenance reporting for Navy ship's and Shore sites is dependent on the Configuration Data Manager (CDM) and In Service Engineering Agent's (ISEA's) ability to functionally describe components, services, and systems, to a level of detail that supports the supply system as well as the Current Ship's Maintenance Plan (CSMP). In addition to the typical configuration items that are assigned a formal Repairable Identification Code (RIC), there is also a need to describe other configuration worthy items (e.g. sub-components, software, Commercial Off the Shelf (COTs) equipment, unique logical distinct maintenance significant boundaries, and other items that don't usually rise to this level of reporting.

Historically, legacy shipboard database systems and the shore support infrastructure have allowed for the reporting and collection of maintenance data for actions, which are not tied to a specific configuration item. Although available, this data was not as useful as it could be due to a lack of structure. This lack of structure makes it difficult to retrieve, analyze and act on the

Single Process, Cont.



Gate-Keeper

CDMD-OA "X" RIC Module

e-
form

<u>XRIC Request Form</u>		Date:
Originator:		
Type of XRIC Requested:		
<input type="checkbox"/> XM#####		
<input type="checkbox"/> XTA#####		
<input type="checkbox"/> XSHPMAS#		
<input type="checkbox"/> XTANK####		
<input type="checkbox"/> XVOID####		
<input type="checkbox"/> XBILGE###		
<input type="checkbox"/> XCOATING##		
<input type="checkbox"/> XTEMP#####		
<input type="checkbox"/> XNS#####		
<input type="checkbox"/> XPLENM#####		
<input type="checkbox"/> XISEA#####		
APL Support Required:	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Configuration Purposes Only:	<input type="checkbox"/>	
Line item on another APL:	<input type="checkbox"/>	
XRIC Assigned:	<input type="checkbox"/>	
Nomenclature:		
National Stock Number:		
EIN:		
PRID:		
Manufacturer Cage:		
Manufacturer Drawing Number:		
Manufacturer ID:		
Manufacturer Name:		
Manufacturer Address:		
Manufacturer Phone Number:		
NAVCOM Plan Number:		
EIC:		SAC:
PDCN (If Applicable)		
Alteration Information:		
Remarks:		
<u>All highlighted fields are mandatory! An XRIC will not be generated if sufficient data isn't available</u>		

Pilot

- **NAVSEA 04 direction:** Pilot will be used to develop a prototype process to establish and enforce discipline in the identification and assignment of X-RICs used to support the SCLSIS process. As part of the prototype, the control point will be the sole designated assignment agent for NAVSEA controlled XRICs and will work in concert with the individual Program Managers, TYCOMs, CDMs, ISEAs and NAVICP to ensure that the requirements of each stakeholder are realized and that the required level of discipline is achieved. The prototype period will last for one year and will be institutionalized as part of the SCLSIS process at the end of that time.

Schedule

- **Complete** 4-29 Distribute 2nd draft to XRIC committee for comment
- **Complete** 5-14 Deadline for XRIC Committee, 2nd draft comments
- **Complete** 6-14 Incorporate comments and distribute working draft to NAVSEA 04 and XRIC committee for review and comment
- **Complete** 6-15 Socialize working draft draft at PEO ships CDM Conference (request comments)
- **Complete** 7-2 Deadline for all comments to the working draft.
- 7-13 Incorporate all comments and present working draft to full CDM/ISEA conference. Carry into XRIC Committee for final changes

Schedule, cont..

- **7-30** Incorporate final changes, forward completed document to NAVSEA 04 (with copy to XRIC committee) for approval and signature
- **8-31** Distribute final policy document and implement "X: RIC Pilot program
- **9-1** Begin collecting "X" RIC pilot metrics and forward to NAVSEA 04 on a monthly basis
- **2-1-05** Perform Mid-Year assessment of "X" RIC Pilot program
- **8-31-05** Conclude pilot, with recommendations to NAVSEA 04

Conclusion

- **Request participation “X” RIC committee working Group by Conference attendees**
- **Comments are encouraged Send to:**

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Questions: ?